

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Bridge No. 10048 Inventory Number: F-6-122

Address: MD 76 over Maryland Midland Railway, Rocky Ridge, Frederick County, MD 21778

Owner: Maryland State Highway Administration, 707 N. Calvert St. Baltimore, MD 21202

Tax Parcel Number: N/A Tax Map Number: 27

Project Replacement of Bridge No. 10048 Agency State Highway Administration (SHA)

Site visit by SHA Staff: no ☒ yes Name: Heather Confer Date: 11/01/1998

Eligibility recommended Eligibility **not** recommended ☒

Criteria ☒ A B ☒ C D Considerations: A B C D E F G ☒ None

Is property located within a historic district? no ☒ yes Name of District: Rocky Ridge Survey District

Is district listed?: ☒ no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

Bridge No. 10048 is a three span, one lane timber beam bridge located on MD 76 over the Maryland Midland Railway within the Rocky Ridge Survey District (F-6-99) in Frederick County. Constructed in 1927, it replaced an earlier bridge at this crossing. The timber beam superstructure is supported by timber bents. The abutments and wingwalls are concrete. The timber members and the concrete abutments and wingwall all show evidence of deterioration.

Rocky Ridge was originally formed in the early nineteenth century as a crossroads village at the intersection of Rocky Ridge Road (MD 77) and Motter's Station (MD 76)/Long's Mill Road. With the advent of the Western Maryland Railroad at the north edge of the town, Rocky Ridge sustained a growth spurt, and many structures date to the 1870s and 1880s.

This bridge was determined not eligible for National Register listing by the historic bridge interagency committee in 1999. It is a typical timber beam bridge and does not exhibit any outstanding architectural or engineering features. It

Prepared by Heather Confer

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <u> </u>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <u> </u> A <u> </u> B <input checked="" type="checkbox"/> C <u> </u> D	Consideration <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>5/15/2000</u> Date
<u>[Signature]</u> Reviewer, NR Program	<u>5/17/02</u> Date

[Signature]

NR-ELIGIBILITY REVIEW FORM

Bridge No. 10048

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lacks significance related to events, persons, architecture, and information potential and is not eligible under Criterion A, B,C, or D.

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**I. Geographic Region:**

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's)
☒ Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☒ Industrial/Urban Dominance A.D. 1870-1930
☐ Modern Period A.D. 1930- Present
☐ Unknown Prehistoric
☐ Unknown Historic

IV. Historic Period Themes:

- ☐ Agriculture
☒ Architecture, Landscape Architecture,
and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social Educational/Cultural
☒ Transportation

V. Resource Type:

Category: Structure
Historic environment: Rural
Historic Function(s) and Use(s): Transportation, Bridge

Known Design Source: Possibly Western Maryland Railroad

Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT No. F-6-122

Name and SHA No. MD 76 over Maryland Midland Railway, Bridge Number 10048

Location:

Street/Road name and Number: MD 76 (Motter's Station Rd) over Maryland Midland Railway

City/Town: Rocky Ridge

County: Frederick

Ownership: X State County Municipal Other

This bridge projects over: Road X Railway Water Land

Is the bridge located within a designated district: X yes no

NR listed district NR determined eligible district

Locally designated x other

Name of District Rocky Ridge Survey District

Bridge Type:

X Timber Bridge

X Beam Bridge Truss-Covered Trestle

Timber-and-Concrete

Stone Arch

Metal Truss Bridge

Movable Bridge

Swing

Bascule Single Leaf

Bascule Multiple Leaf

Vertical Lift

Retractable

Pontoon

Metal Girder

Rolled Girder

Rolled Girder Concrete Encased

Plate Girder

Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete

Concrete Arch

Concrete Slab

Concrete Beam

Rigid Frame

Other

Type Name

Description:**Describe Setting:**

Bridge No. 10048 carries MD 76 in a north-south direction over the Maryland Midland Railway tracks just north of the intersection of MD 76 and MD 77 at the northern edge of the Rocky Ridge Survey District. Mt. Tabor Park is located to the northwest of the bridge. There are two houses to the northeast of the bridge, a recently constructed Volunteer Fire Company building to the southeast, and an open field to the southwest of the bridge.

Describe Superstructure and Substructure:

This one lane timber beam bridge is constructed in three spans supported by two sets of timber bents. The deck and the railings of the bridge are timber. The abutments and wingwalls are concrete. The wingwalls and the railings angle away from the roadway at all four corners. A metal W-guardrail protects the railing at both approaches but is not attached to the railings.

All of the timber members are deteriorating, as is the concrete on the abutments and the wingwalls.

Discuss major alterations:

There have been no major alterations to this bridge.

History:

When Built: 1927

Why Built: *To span Western Maryland Railroad tracks, to replace an earlier bridge.*

Who Built: *Possibly the Western Maryland Railroad*

Who Designed: *Unknown*

Why Altered: N/A

Was this bridge built as part of an organized bridge-building campaign?

No, this bridge was not built as part of an organized bridge-building campaign.

Surveyor Analysis:**This bridge may have NR significance for association with:**

Criterion A: Events

Criterion B: Person

Criterion C: Engineering/Architectural Character

Bridge No. 10048 is not eligible for listing in the National Register of Historic Places. It is a typical timber beam bridge without any significant historical associations.

Was the bridge constructed in response to significant events in Maryland or local history?

No. Although this bridge has a construction date of c.1927, one can assume that a bridge existed at this location when the Western Maryland Railroad was constructed through Rocky Ridge in 1870-1871. This railroad line was a continuation of the line from Union Bridge, which passed through Rocky Ridge on its way to Thurmont. In the late 1970s the line was abandoned by the Western Maryland Railroad and later purchased by the Maryland Midland Railroad, who currently operates this rail line.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

It does not appear that this bridge had any impact on the growth and development of the area. Rather, the growth and development that Rocky Ridge experienced was the result of the railroad line.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

The bridge is located in the Rocky Ridge Survey District, a collection of buildings at the crossroads of MD 77 and MD 76. Rocky Ridge is noted in the Maryland Inventory of Historic Properties as being significant as an early crossroads village and as a railroad related development. The district does not appear to be eligible for historic designation due to a lack of integrity.

Is the bridge a significant example of its type?

No, this bridge is a typical example of a timber beam bridge.

Does the bridge retain integrity of the important elements described in the Context Addendum?

The bridge retains the character-defining elements of its type; timber beams and bents as well as timber railings, and concrete abutments and wingwalls. It retains integrity of location, setting, design, materials, association, workmanship, and feeling. However, the timber members are in very poor condition and are unlikely to retain their integrity.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

It is not possible to determine for certain who is responsible for the construction of this bridge. Therefore, it is not possible to know whether it is a significant example of work. It is likely that the original bridge at this location was constructed by the Western Maryland Railroad. It is not known if they constructed this replacement.

Should this bridge be given further study before significant analysis is made and why?

No further evaluation is necessary to determine the National Register significance of this bridge. However, further study may reveal the relationship between this bridge, the railroad, and the town of Rocky Ridge.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a USGS map illustrating the location of the bridge.

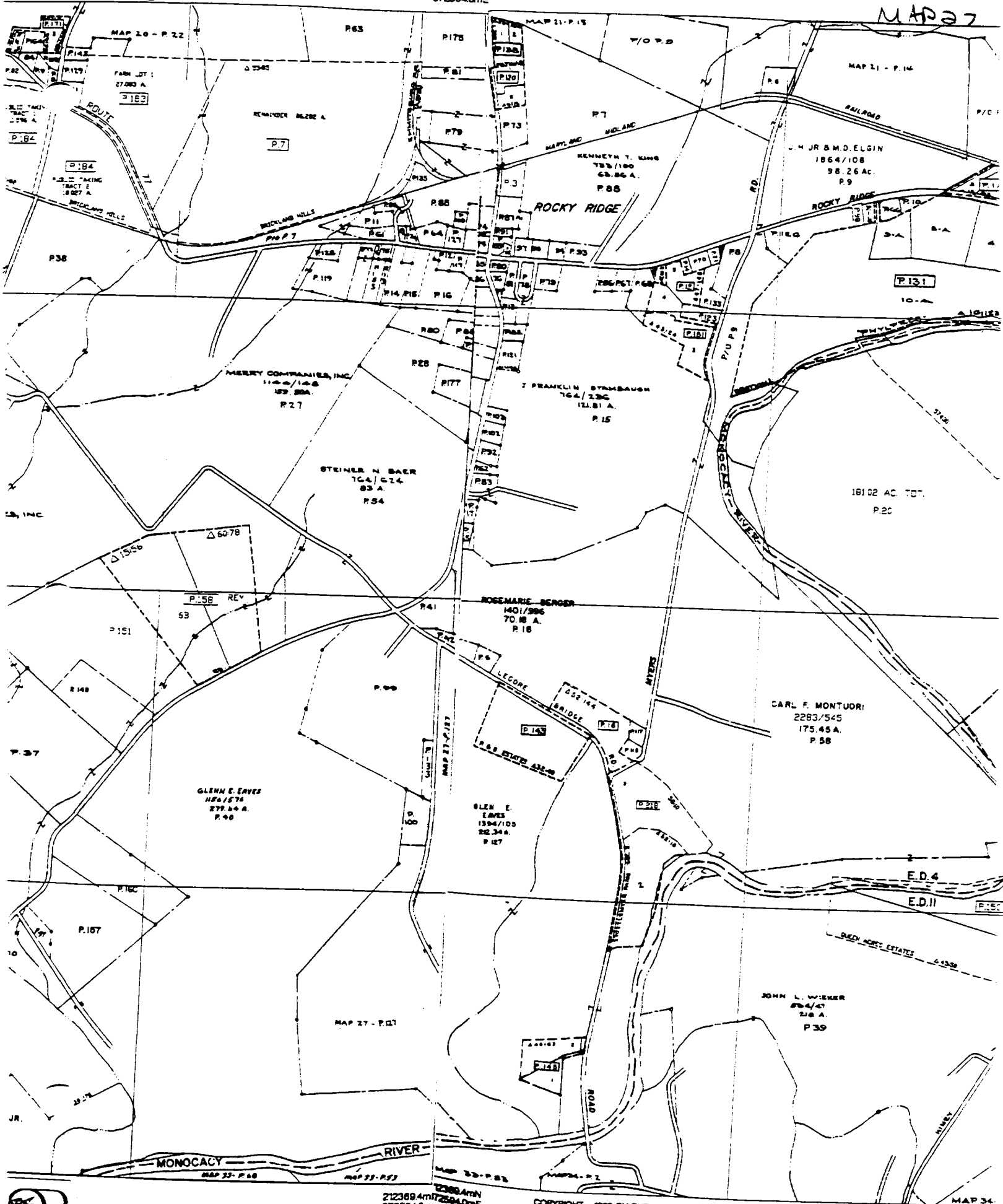
Surveyor:

Name: Heather M. Confer **Date:** December 16, 1998
Organization: State Highway Administration **Telephone:** 410-545-8560
Address: 707 N. Calvert St. Baltimore MD 21202

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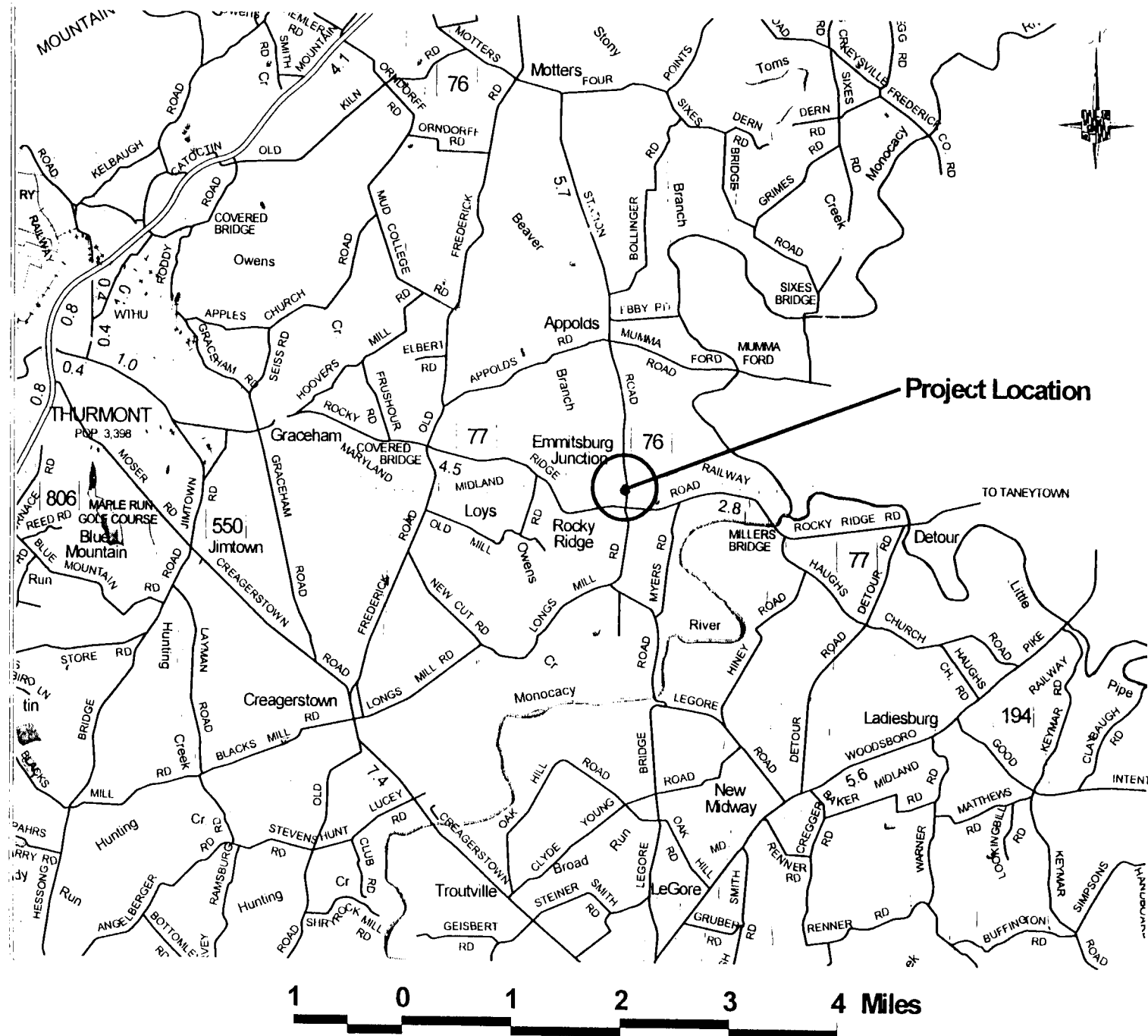
MAP 26

218027.0mN 372584.0mE
372584.0mE



Bridge No, 10048

Location Map



F-6-122

Woodboro Quad



RESTRICTED BRIDGE

SINGLE UNIT
000 LBS GVW

COMBINATION UNIT
000 LBS GCW

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Rocky Ridge Survey District - Bridge # 10048
MD 76 over MD Midland Railway

Frederick County, MD

Heather Confer

12/16/98

facing North

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Rocky Ridge Survey District - Bridge # 10048, MD 76
over Maryland Midland
Railway

Frederick County, MD

Heather Confer

12/16/98

MD SHPO

Facing NE

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A black and white photograph showing a perspective view of a bridge. On the right side of the bridge, a wooden post-and-rail fence runs along the edge. To the right of the fence, a white rectangular sign with a black border is mounted on two wooden posts. The sign contains the following text: "RESTRICTED BRIDGE", "SINGLE UNIT", "20000 LBS GVW", "COMBINATION UNIT", and "20000 LBS GCW". The bridge deck is paved and shows some shadows. In the background, there are several large, light-colored houses with multiple windows and porches, surrounded by trees. A utility pole is visible on the left side of the bridge.

RESTRICTED BRIDGE
SINGLE UNIT
20000 LBS GVW
COMBINATION UNIT
20000 LBS GCW

F-6-99122

Rocky Ridge Survey District - Bridge # 10048

MD ~~176~~ over MD Midland Railway

Frederick County, MD

Heather Confer

12/16/98

Facing NE

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Bridge # 10048, MD 76 over Maryland Midland

^{Railway}
Rocky Ridge Survey District

Frederick County, MD

Heather Confer

12/16/98

MDSHPO

facing NW

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Bridge #10048. MD 76 over Maryland Midland Railway
Rocky Ridge Survey District

Frederick Co Maryland

Heather Confer

12/16/98

MD SHPO

facing NE

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F-6-122

Bridge #10048, MD76 over Maryland Midland Railway
Rocky Ridge Survey District

Frederick County, MD

Heather Confer

12/16/98

facing ENE

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F-6-122

Bridge #10048 MD76 over Maryland Midland Railway
Rocky Ridge Survey District

Frederick County, MD

Heather Confer

12/16/98

MD SHPO

Facing East

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F-6-99

Rocky Ridge Survey District - Bridge # 10048, MD 76 cr.
Maryland Midland Railway

Frederick County, MD

Heather Confer

12/16/98

MD SHPO

facing NE

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